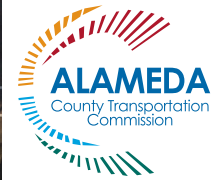


Aerial view of San Pablo Avenue multimodal corridor



JULY 2018

EXECUTIVE DIRECTOR'S REPORT

The Executive Director's Report provides focused updates on Alameda CTC's work to improve transportation throughout Alameda County. This report provides status updates on key activities, including capital projects management and express lane operations; planning, policy and program implementation; finance and contracting; and programming and project controls. In addition, it contains brief summaries of advisory committee and agency activities.

This monthly update provides a synopsis of transportation project and program implementation funded with local, regional, state and federal funds.

Project Updates

Regional Measure 3 advances projects

In June 2018, voters in the nine-county San Francisco Bay Area approved Regional Measure 3 (RM 3) that provides \$4.45 billion in transportation funding with an estimated \$1 billion eligible for Alameda County projects. RM 3 is a critical measure that will provide \$85 million for **State Route 84 (SR-84) Widening from South of Ruby Hill Drive to Interstate 680 (I-680) and SR-84/I-680 Interchange Improvements project**. This project is the final segment to be constructed in a series of regionally significant SR-84 corridor improvements in Alameda County. Collectively, the improvements will relieve congestion and improve local traffic circulation and safety for commuters and residents in Alameda County.

Hill Drive to the I-680 interchange from two lanes to four lanes and provide operational improvements, such as ramp modifications at the I-680 interchange, on-street bike lanes and separated bike paths.

In May 2018, the project achieved a significant milestone under the California Environmental Quality Act and National Environmental Policy Act when it obtained environmental certification, clearance and project acceptance with Caltrans, signaling the official beginning of the design phase. To date, \$123 million of Measure B/BB funds for the project has leveraged nearly \$100 million of additional funds to fully fund the project. Construction is anticipated to begin in winter 2021.

For project updates, visit the **[Projects web page](#)**.

TABLE OF CONTENTS

- 1 Project Updates
- 2 Planning and Program Updates
 - Policy News
- 3 Programming Updates
 - Finance Updates
- 4 Agency Activities
 - Committee Activities

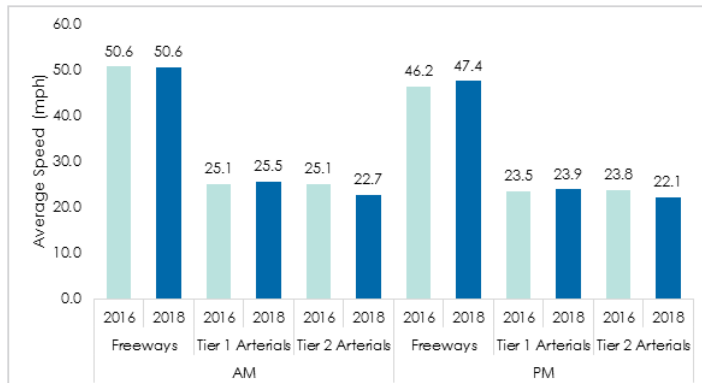
Implemented by Alameda CTC in cooperation with the California Department of Transportation (Caltrans) and the Federal Highway Administration, the project will widen a 3-mile segment of SR-84 south of Ruby



Planning and Program Updates

Multimodal 2018 Level of Service Monitoring Report

As Alameda County's congestion management agency (CMA), Alameda CTC monitors traffic congestion and publishes a [Level of Service \(LOS\) Report](#) every two years on the County's designated 549-mile roadway network, including freeways, highways, and major arterials. Alameda CTC monitors LOS standards, based on travel speeds, to measure driving conditions and vehicle delay. For the 2018 monitoring effort, Alameda CTC is collecting new data on bus transit speeds on major transit corridors and expanding the arterial monitoring network by 221 miles.



The 2018 data show average automobile speeds on freeways, highways, and major arterials remained stable or increased slightly after a consistent decline since the beginning of the economic recovery. Peak-period speeds were lower in the afternoon than in the morning for both commute and reverse commute directions, a trend that began in 2012. Lower tier arterials slowed down by about 2.5 miles per hour (mph) in the morning and 1.7 mph in the afternoon.

Bus speeds were 62 and 64 percent of automobile speeds in the afternoon

and morning respectively—which is anticipated given the stops along the routes.

On average, buses traveled at 12 mph in the morning, and 11 mph in the afternoon. This is the first year Alameda CTC collected transit speed and reliability data, so no year-to-year trends are available for this cycle. The full 2018 LOS Monitoring Report will be published in the fall of 2018.

Policy News Senate Bill 1 update

The Road Repair and Accountability Act, signed into law Senate Bill 1 (SB 1) by Governor Jerry Brown in 2017, funds projects and programs, including road and bridge maintenance and safety,

transit, bicycle and pedestrian safety projects, relief for congested corridors including highways and major arterials, and goods movement. These investments will reduce congestion, improve safety and expand mobility for people and goods throughout the region.

SB 1 provides over \$40 million per year in new funding for road maintenance in Alameda County and doubles the amount of funds for transit operations and maintenance.

Proposition 69

Voters also overwhelmingly passed Proposition 69 in June 2018, which constitutionally protects SB 1 revenues for transportation.

SB 1 also includes strong accountability and efficiency requirements to ensure that funds are used as intended. It also

includes creation of a new independent transportation Inspector General.

Proposition 6

This proposition qualified for the state ballot. If approved by the voters, it will eliminate all SB 1 funding and make future funding for transportation challenging. Projects planned for roadway maintenance, safety, bridge repairs, transit repairs and new projects will not be able to move forward or will be severely delayed due to lack of funding.

Global Opportunities at the Port of Oakland (GoPort) projects awarded \$187 million in SB 1 grants

In May 2018, the [7th Street Grade Separation \(East\) and Freight Intelligent Transportation System projects](#) were [awarded \\$187 million in SB 1 grant funds](#) to improve the efficiency, safety, and reliability of truck and rail access and circulation within and near the Port of Oakland. The project also includes improved bike and pedestrian safety with a modernized trail that will connect to Middle Harbor Shoreline Park and the Bay Trail.

“Collectively the GoPort projects will significantly improve Port efficiencies, thereby increasing the competitiveness of the Port in the global market while also significantly reducing impacts to the local community,” says J. Christopher Lytle, Executive Director of the Port of Oakland.

Read the press release.



Port of Oakland (photo courtesy of SF Citizen.com).

Policy News cont'd on page 4

Programming Updates

Measure B/BB Paratransit Program discretionary grants update

Through the 2018 Comprehensive Investment Plan, Alameda CTC approved approximately \$2.4 million in Measure B and Measure BB funds for the **Paratransit Discretionary Grant Program**. The program provides funding to various cities and eligible non-profits from fiscal year (FY) 2017-18 to FY2018-19 to meet needs not being adequately met through city-based programs or paratransit services mandated by the Americans with Disabilities Act. These grants aim to improve availability, affordability, access to and coordination of transit and paratransit services for seniors and people with disabilities.

After one year, project sponsors have expended nearly \$1.2 million on volunteer driver programs, taxi programs, travel training programs and mobility management programs that support greater transportation mobility in Alameda County. The project sponsors will continue to implement these programs in FY2018-19 to provide vital transportation services and education throughout the county.

2018 Comprehensive Investment Plan update – technical adjustments

The purpose of Alameda CTC's **2018 Comprehensive Investment Plan (CIP)** is to strategically place available funds towards transportation investments that support the vision and goals of Alameda CTC's Countywide Transportation Plan, multimodal plans, and voter-approved transportation expenditure plans. In July, the Commission is considering updates

to the 2018 CIP, including technical adjustments previously approved by the Commission on April 27, 2017 and staff recommended modifications to programming that reflect the project sponsor's current implementation schedules. The changes amount to approximately \$102 million in additional programming and \$105 million in additional allocations. The updated 2018 CIP will result in five-year programming amounts from FY2017-18 to FY2021-22 of \$506 million, with \$365 million allocated over the first two fiscal years. These investments will address congestion, access, and transportation mobility issues in Alameda County.

Finance Updates

Independent audit activities

In June, the interim audit process began for the fiscal year ending June 30, 2018. During this time, independent auditors were on site in Alameda CTC's office to get a jump start on performing testing and other review work for the fiscal year.

The auditor's plan for the FY2017-18 audit includes the performance of in depth testing on Alameda CTC's procurement processes and adherence to policies and review of capital expenditures. In addition, auditors will review internal controls related to:

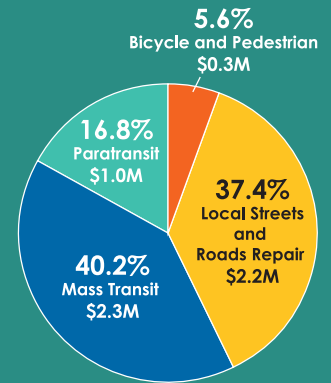
- Cash receipts and disbursements
- Revenues and related receivables
- Expenditures including payroll and related payables, and
- Investments and related compliance with agency policy and California Government Code

Auditors will also be doing compliance testing related to the Single Audit Act over the laws, regulations and provisions of federal grants. Auditors

Transportation Investments

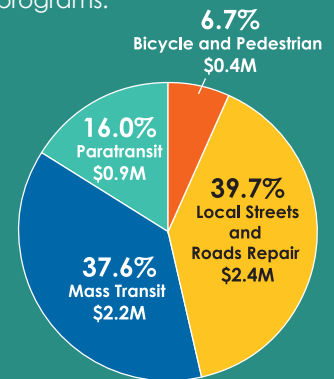
Measure BB Program Distributions

Measure BB direct local distributions began in April 2015 and total over \$221.1 million; over 5.7 million was distributed in April 2018.



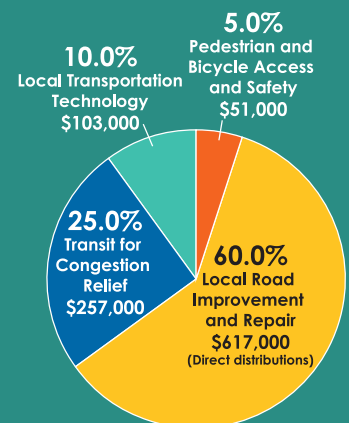
Measure B Program Distributions

Measure B direct local distributions have totaled more than \$990.8 million since 2002. In April 2018, over \$5.9 million was distributed for four programs.



Vehicle Registration Fee

Since 2011, Alameda CTC has distributed more than \$49.4 million for local road repair; over \$1.0 million was collected in April 2018.



Finance Updates cont'd on page 4

Agency Activities

In July, Alameda CTC participated in the following events:

- Bikemobile
 - July 9 – Main Street Village, Fremont
 - July 11 - Peralta Hacienda Historical Park, Oakland
 - July 20 – Habitat Children's Museum, Berkeley
 - July 21 – Castro Valley Farmers' Market, Castro Valley
 - July 24 - Bushrod Park, Oakland
 - July 25 – Camelia Place, Dublin
 - July 26 - Food Bank at Hayward Unified School District, Hayward
 - July 28 - PedalFest, Oakland
 - July 30 – Berkeley Public Library - South Branch, Berkeley
- July 18 - San Leandro Summer Road Projects Groundbreaking

Watch for Share Your Ride Month that will promote carpooling, vanpooling and transit throughout the month of October 2018.

NEW CARPOOLING OPTIONS

A number of options to facilitate carpooling are available in the Bay Area, all aimed at making carpooling



more convenient. Carpool apps available at rideshare.511.org make it easy to schedule one-way carpool trips

and allow you to be either a driver or a passenger. Try the 511 RideMatch Service to find and email neighbors with similar commutes.

COMMUTE CHOICES

Whether you're a commuter trying to affordably and safely get around Alameda County or an employer coordinating staff transportation options, the [Commuter Choices website](#) has the resources you need.

Policy News cont'd from page 2

RM 3

In June 2018, **RM 3** was passed by voters in the nine-county San Francisco Bay Area. Alameda CTC was engaged in the development of RM 3 led by the Metropolitan Transportation Commission (MTC). The measure includes a plan to build major roadway and public transit improvements funded by an increase in bridge tolls on all Bay Area toll bridges except the Golden Gate Bridge. RM 3 will leverage local transportation sales tax measures to help Alameda CTC deliver projects early and close funding gaps on critical projects.

RM 3 will fund projects in Alameda County that support better goods movement and economic development, highway and [Express Lanes](#) improvements, major transit investments, active transportation projects such as the [East Bay Greenway Project](#), and multimodal corridors, including [San Pablo Avenue](#) and [East 14th Street/ Mission and Fremont Boulevard](#).

Finance Updates cont'd from page 3

will review Alameda CTC's financial statements, when finalized, to ensure they comply with the reporting requirements of the Government Accounting Standards Board and Government Finance Officers Association.

Contracting opportunities

Alameda CTC or its sponsor agencies anticipate upcoming solicitation of statements of qualifications, bids and/or proposals for the following:

- Professional services contracts related to:
 - Express Lane Toll Revenue Forecasting

- Railroad Crossing Safety Improvement
- Community-based Transportation Plans
- Audit Services

- Construction contracts:
 - Berkeley Southside Pilot Transit Lanes
 - Walnut Avenue Protected Bikeway in City Center/Downtown PDA
 - Buchanan Bikeway Phase IV

For more information, visit the [Contracting Opportunities web page](#).

Committee Activities

Advisory committees

In July 2018, Alameda CTC's community and technical advisory committee highlights include the following:

July 5 – The [Alameda County Technical Advisory Committee \(ACTAC\)](#) approved the Comprehensive Investment Plan technical adjustments. Committee members received information on the preliminary Annual Obligation Plan that the Metropolitan Transportation Commission develops each federal fiscal year and the project delivery requirements associated with that plan. Information on the draft 2019 Transportation Improvement Program was received.

July 9 – The [Independent Watchdog Committee \(IWC\)](#) approved the FY2018-19 elected IWC chair and vice chair and calendar/work plan. The committee also approved the 16th IWC Annual Report, including its associated costs for publication and distribution, and reviewed the draft press release for the report. Committee members discussed their issues identification process, Projects and Programs Watchlist next steps, the Independent Auditor Work Plan and the proposed FY2018-19 IWC budget. The Committee also received a Measure B/BB program Compliance Report summary.